

## APPENDIX M

### FORECASTING PASSENGER AIRLIFT REQUIREMENTS

1. AMC channel service is provided to DoD activities worldwide. This service is performed between CONUS and overseas theaters, between overseas theaters, and within an overseas theater. Channels are established, suspended, or canceled based on the needs requirement (validated) to USTRANSCOM/TCJ4-LL for approval. Two types of channels are available: requirement channels and frequency channels.

a. Requirements channels operate on a recurring basis with schedules determined by the amount of traffic generated and considering efficient use of aircraft.

b. Frequency channels operate on an established frequency schedule (e.g., once per week) independent of traffic generated. These channels may be requested on the basis of operational necessity as follows:

(1) For support of a mission sensitive area, e.g., safe movement of classified material, Military Assistance Program support, and national interest.

(2) For morale purposes to remote areas, i.e., for movement of mail, personnel on leave, subsistence, etc.

(3) Where alternative transportation is not available.

(4) Since there is potential for inefficient use of airlift on this type channel, requesters must ensure the service is essential.

2. DoD Components forecast passenger requirements to MTMC as follows:

a. MTMC/MTOP-CM normally calls for forecasts once a year in mid-summer.

b. DoD Components are responsible for establishing procedures within their organization for preparing forecasts. This includes identifying on office of primary responsibility for forecasting, assessing future organizational changes which impact passenger movement, providing timely inputs, and updating inputs when significant changes occur.

c. Forecasts are accomplished each August and will identify requirements for movement between locations served by approved AMC channels and AMC will provide Services with formatted software reflecting current channels. Forecasts will provide the following:

d. Projected requirements for next fiscal year plus one and two (e.g., in August 95, forecast for FY97/98). These forecasts are used primarily for financial programming purposes. Next fiscal year plus one and must be as accurate as possible as these forecasts are used for scheduling airlift and taking contracting actions.